

Message Text

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ACTION EB-07

INFO OCT-01 EUR-12 ISO-00 CAB-02 CIAE-00 COME-00 DODE-00

DOT-00 INR-07 NSAE-00 CIEP-01 FAA-00 INRE-00 SSO-00

SS-15 NSC-05 NSCE-00 PRS-01 USIE-00 L-03 /054 W

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FM AMEMBASSY BONN

TO SECSTATE WASHDC IMMEDIATE 2563

INFO AMEMBASSY LONDON

AMEMBASSY PARIS

AMEMBASSY BERN

USMISSION USBERLIN

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E.O. 11652: N/A

TAGS: EAIR, PFOR, GW, UK, FR, SZ

SUBJECT: CIVAIR: BERLIN-ZURICH FLIGHTS

REF: A. BONN 16829 B. KORNBLUM-BACHE TELCON

1. AT OCTOBER 14 CAA MEETING UK CAA HANLEY MADE FORMAL PRESENTATION OF BRITISH AIRWAYS APPLICATION TO FLY DAILY BERLIN-ZURICH ROUND TRIP PASSENGER SERVICE BEGINNING NOVEMBER 1, 1976. HE SAID BA CONSIDERED THIS A VIABLE ROUTE FOR ONE SERVICE AND ESTIMATED AN INITIAL PASSENGER VOLUME OF 30 TO 40 PER FLIGHT. HANLEY REQUESTED EARLY REPLIES FROM THE OTHER CAA'S SO THAT THE SERVICE COULD COMMENCE AS SCHEDULED. HANLEY SAID THAT BA HAD RECEIVED PERMISSION FOR THE SERVICE FROM THE SWISS GOVERNMENT.

2. FRENCH CAA GAUSSOT SAID HE HAD ASKED PARIS TO RE-CONFIRM ITS 1974 APPROVAL FOR BERLIN-ZURICH SERVICE. HE HAD RECOMMENDED THAT ONLY ONE CARRIER BE APPROVED AND THAT BA BE THAT CARRIER BECAUSE UK WAS FIRST (THIS TIME) WITH PROPOSAL AND BECAUSE PAN AM HAD HAD AND LIMITED OFFICIAL USE

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DISCONTINUED BERLIN-AMSTERDAM SERVICE. HE SAID GOF

REMAINS OPPOSED TO "MULTIPLICATION" OF DIRECT FLIGHTS FROM BERLIN TO POINTS OUTSIDE GERMANY AND NOTED LATEST SOVIET PROTEST ON PROPOSED BERLIN-ZURICH FLIGHTS (WHICH WE UNDERSTAND IS BEING REPORTED BY USBER).

3. EMB CAA SAID THAT HE WAS UNABLE YET TO REPLY TO UK APPLICATION BUT NOTED THAT PAN AM HAD ALSO MADE APPLICATION. HE MADE IT CLEAR TO FRENCH CAA THAT APPROVAL FOR BA ALONE WAS VERY UNLIKELY UNLESS INCLUDED IN SOME MODUS VIVENDI REACHED BY THE AIRLINES. (GAUSSOT HAS BEEN A CAA FOR ONLY A FEW WEEKS AND HAS NO PREVIOUS EXPERIENCE IN THE FIELD.)

4. HANLEY, SPEAKING INFORMALLY, SAID HE PRESUMED THAT PAN AM AND BA BOTH BEING COMMERCIAL ORGANIZATIONS WOULD BE RATIONAL ABOUT HANDLING SERVICE IN A MANNER THAT WAS NOT DAMAGING TO THEIR INTERESTS. HE SUGGESTED THAT CAA'S MIGHT APPROVE BOTH APPLICATIONS WITH RECOMMENDATION TO AIRLINES THAT THEY GET TOGETHER TO MAKE ARRANGEMENTS THAT WOULD ASSURE THAT THE SERVICE BE CONDUCTED IN A WAY THAT WAS WITHIN NORMAL COMMERCIAL PRACTICES AND DID NOT BRING ABOUT UNDUE COMPETITION. WHEN PRESSED FOR DETAILS HE SUGGESTED ONCE DAILY ROUND TRIP FLIGHTS WITH EACH CARRIER HANDLING THE SERVICE ON ALTERNATE DAYS. HE ALSO MENTIONED POOLING OF PROFITS AS A POSSIBILITY. EMB CAA TOOK NOTE OF THESE SUGGESTIONS BUT POINTED OUT THAT THEY RAISED DIFFICULT QUESTIONS VIS-A-VIS CAB REGULATIONS AND U.S. LAW.
HILLENBRAND

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